

ABSTRACT

A motor generator (6) is arranged in an outer diameter side of a middle portion (30b) at a position at which at least a part of the motor generator (6) is overlapped with a torque converter (5) in an axial direction, with a predetermined gap (C) between the motor generator (6) and a rotor (43), and the rotor (43) is supported by either one of the torque converter (5) and a crank shaft (52) or any two of the torque converter (5), a motor housing (15) and the crank shaft (52). The rotor (43) is not affected from the torque converter (5) in the outer diameter side by the gap (C) and efficiency of the motor is not reduced.

(19) 世界知的所有権機関
国際事務局



(43) 国際公開日
2001年4月12日 (12.04.2001)

PCT

(10) 国際公開番号
WO 01/25043 A1

(51) 国際特許分類: B60K 17/04, 6/02 (71) 出願人 (米国を除く全ての指定国について): アイシン・エイ・ダブリュ株式会社 (AISIN AW CO., LTD.) [JP/JP]; 〒444-1192 愛知県安城市藤井町高根10番地 Aichi (JP).

(21) 国際出願番号: PCT/JP00/06766 (72) 発明者; および

(22) 国際出願日: 2000年10月2日 (02.10.2000) (75) 発明者/出願人 (米国についてのみ): 都築繁男 (TSUDUKI, Shigeo) [JP/JP]. 犬塚 武 (INUDUKA, Takeshi) [JP/JP]. 和久田聰 (WAKUTA, Satoru) [JP/JP]. 木戸隆裕 (KIDO, Takahiro) [JP/JP]. 谷口孝男 (TANIGUCHI, Takao) [JP/JP]. 塚本一雅 (TSUKAMOTO, Kazumasa) [JP/JP]. 表 賢司 (OMOTE, Kenji) [JP/JP]; 〒444-1192 愛知県安城市藤井町高根10番地アイシン・エイ・ダブリュ株式会社内 Aichi (JP).

(25) 国際出願の言語: 日本語

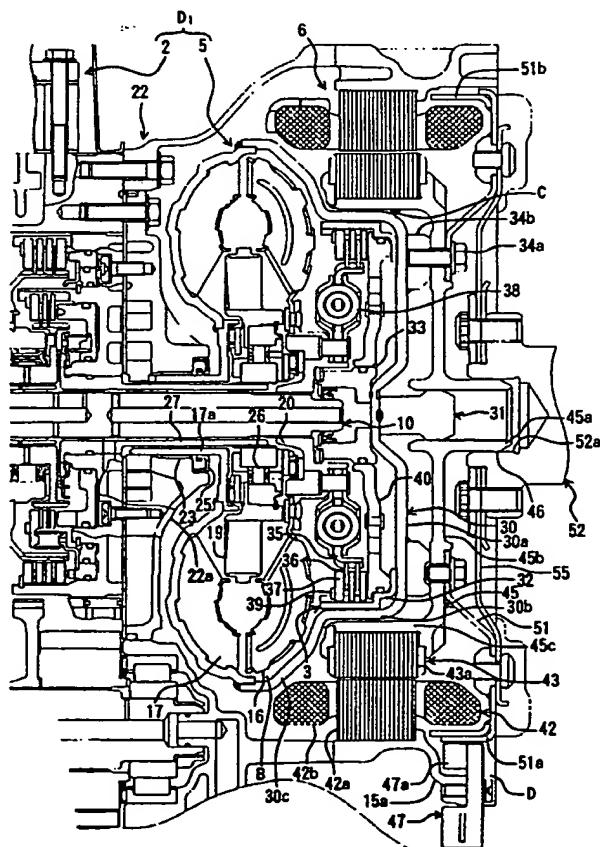
(26) 国際公開の言語: 日本語

(30) 優先権データ:
特願平11/282177 1999年10月1日 (01.10.1999) JP
特願2000/179885 2000年6月15日 (15.06.2000) JP
特願2000/292978 2000年9月26日 (26.09.2000) JP

[統葉有]

(54) Title: HYBRID VEHICLE DRIVING DEVICE

(54) 発明の名称: ハイブリッド車用駆動装置



(57) Abstract: A hybrid vehicle driving device, wherein a motor generator (6) is disposed, with a specified clearance (C) provided between the motor generator and a rotor (43), on the outer diameter side of an intermediate portion (30b) at a position where at least a part of the motor generator is overlapped axially with a torque converter (5) and a rotor (43) is supported by one or a combination of two of the torque converter (5), a motor housing (15), and a crankshaft (52) except by the motor housing (15) only, whereby, by the presence of the space (C), the rotor (43) is not affected by the torque converter (5) on the outer diameter side and thus the efficiency of a motor will not be lowered.

WO 01/25043 A1

[統葉有]